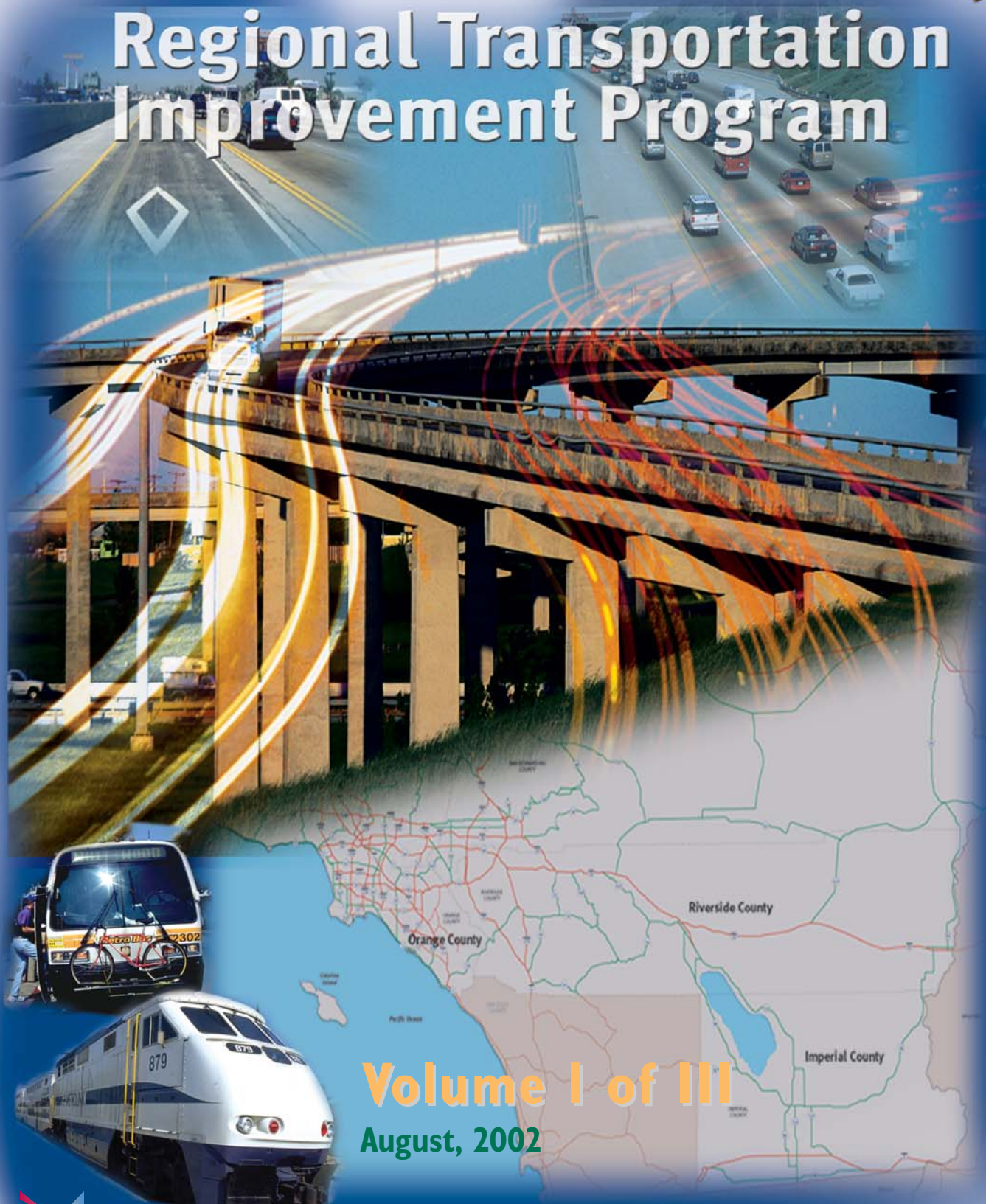


FINAL 2002 Executive Summary Regional Transportation Improvement Program



Volume I of III
August, 2002



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

FISCAL YEAR 2002/03-2007/08

**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2002 RTIP)**

**Volume I of III
EXECUTIVE SUMMARY**

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

AUGUST 2002

**FY 2002/03 - 2007/08
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2002 RTIP)**

VOLUME I

EXECUTIVE SUMMARY

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
2002 RTIP	1
BACKGROUND - RECENT REGULATIONS	2
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUND ESTIMATE	2
TRAFFIC CONGESTION RELIEF PLAN	3
COMPARISON OF THE STATE AND FEDERAL TIPs	3
CONFORMITY AND THE RTIP	3
TRANSPORTATION CONFORMITY REQUIREMENTS	4
CONFORMITY FINDINGS FOR THE 2002 RTIP	7
REGIONAL EMISSIONS ANALYSIS	10
FINANCIAL PLAN	12
TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES	16
INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION	17

FY 2002/03-2007/08
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2002 RTIP)

EXECUTIVE SUMMARY

INTRODUCTION

This report is a summary of the 2002 Regional Transportation Improvement Program (RTIP). The 2002 RTIP is a capital listing of all transportation projects proposed over a six-year period for the SCAG region (fiscal years 2002/03 – 2007/08). The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc. These projects constitute a large investment of public funds. The total cost of the projects included in the six-year 2002 RTIP is approximately \$24.7 billion. The 2002 RTIP was prepared to implement projects and programs listed in the 2001 Regional Transportation Plan (RTP).

2002 RTIP

The 2002 RTIP programs a total of \$24.7 billion for implementing the transportation projects within the next six fiscal years (2002/03 – 2007/08). All projects incorporated into the 2002 RTIP are consistent with the current RTP policies, programs, and projects.

The 2002 RTIP was developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects were forwarded to SCAG for review. From this list, SCAG developed the 2002 RTIP based on consistency with the current RTP, inter-county connectivity, financial constraint and conformity satisfaction.

In the SCAG region, a biennial RTIP update is produced on an even-year cycle. The current operating 2001 RTIP was prepared because, under federal law, within six months of the federal approval of a new RTP (i.e., the 2001 RTP), a new federally approved and conforming RTIP must be in place, otherwise the operating RTIP will expire. The current operating 2001 RTIP was approved by the federal agencies (including its final conformity determination) on September 25, 2001. An amendment to the 2001 RTP and 2001 RTIP was federally approved on May 10, 2002¹.

¹ The federal approval of the 2001 RTP and 2001 RTIP Amendment on May 10, 2002 does not change the regional conformity date of the 2001 RTIP (i.e., September 25, 2001). The project changes in the 2001 RTP included: 1) the addition of the Arbor Vitae Street/Interstate 405 Freeway interchange project (south half) in Los Angeles County; 2) revision of the SR-79 widening to be six lanes between Domenigoni Parkway and Hunter Road in Riverside County; and 3) addition of an auxiliary lane in each direction on the US-101 between SR-23 and the county line in Ventura County. The 2001 RTIP Amendment did not include the Ventura County project, which is included in the 2002 RTIP.

The 2002 RTIP implements the 2001 RTP² (i.e., as amended on May 10, 2002). Upon approval by the federal agencies, the 2002 RTIP will replace the current operating RTIP. There must be a new federally approved and conforming RTIP by October 6, 2002, which is when the Federal Statewide Transportation Improvement Program (FSTIP) expires. The 2002 RTIP is consistent with the 2002 State Transportation Improvement Program (STIP) cycle and incorporates the SCAG portion of the 2002 STIP.

BACKGROUND – RECENT REGULATIONS

At the state level, Senate Bill 45 (SB 45), known as the State Transportation Improvement Program (STIP) Reform Bill, resulted in a complete restructuring of the state transportation programming system. A fundamental objective of this bill is to provide a greater amount of programming capability to local and regional transportation agencies. It also provides greater local flexibility and discretion to decide when to construct specific projects within the RTP. Overall, this legislation has had a positive impact on the Transportation Improvement Program (TIP) process.

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law on July 28, 1998. TEA-21 includes funding for many individual demonstration projects. TEA-21 requires, at a minimum, a biennial RTIP update for funding on an even-year cycle.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUND ESTIMATE

Under SB 45, the California Transportation Commission (CTC) adopts the Fund Estimate every two years, which provides the basis for programming by both the County Transportation Commissions and the California Department of Transportation (Caltrans) for the upcoming STIP cycle. Funds are allocated by the CTC to the commissions for each county under a formula which guarantees that 75 percent of new capital expenditures are programmed by the counties for the Regional Improvement Program (RIP), and 25 percent are programmed by Caltrans for the Inter-regional Improvement Program (IIP). These allocations replace the earlier practice of programming “county minimums.” Funds programmed by the counties under this process include both federal and state allocations. The CTC also programs the State Highway Operations and Protection Plan (SHOPP), which covers operations and maintenance on the state highway system and freeways.

² The 2001 RTP was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), including its conformity determination, on June 8, 2001, for all non-attainment areas, with the exception of the PM₁₀ areas in the San Bernardino County portion of the Mojave Desert Air Basin (MDAB) and the Coachella Valley portion of the Salton Sea Air Basin (SSAB), which were approved on August 3, 2001.

TRAFFIC CONGESTION RELIEF PLAN

The Traffic Congestion Relief Plan was established by State Assembly Bill 2928 (AB 2928) and State Senate Bill 406 (SB 406) in 2000 to provide a total of about \$7 billion in new funds for transportation projects through June 30, 2006. Approximately \$2 billion of the Traffic Congestion Relief Plan budget is allocated to the SCAG region. The Traffic Congestion Relief Plan is being funded from a combination of General Fund revenues and a transfer of sales tax revenues from the sale of gasoline. Examples of projects receiving funding in the SCAG region include the Pasadena to downtown Los Angeles light rail project (i.e., the Metro Gold Line), the Alameda Corridor East in San Bernardino County, high occupancy vehicle (HOV) lanes on State Route 22 in Orange County, an additional off-ramp on State Route 101 in Ventura County, additional HOV lanes on Route 91 in Riverside County, and highway widening on State Route 98 in Imperial County.

COMPARISON OF THE STATE AND FEDERAL TIPs

The STIP is the State's compilation of all state and federally funded transportation projects. It is composed of all projects funded out of the State Highway Account, which is divided into several parts, including state priorities on interstate facilities, safety and maintenance, bridge replacements, rail, aeronautics, etc. In addition, a portion is divided into regional and inter-regional improvements. It is made up of the 75 percent regional improvement projects which are nominated by local and regional agencies and the 25 percent Inter-regional Transportation Improvement Program (ITIP).

The 2002 RTIP is SCAG's compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal CMAQ and Surface Transportation Program (STP) funds, and projects entirely funded out of local and private funds.

While the STIP and RTIP have considerable overlap, the RTIP contains projects not programmed in the STIP, such as locally funded projects. Furthermore, it is the RTIP which is recognized by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and in the federal non-attainment and maintenance areas the RTIP must demonstrate air quality conformity. In addition, TEA-21 specifies that all federally funded transportation projects be consistent with the adopted RTP.

CONFORMITY AND THE RTIP

In preparing the RTIP, SCAG, as the Metropolitan Planning Organization (MPO) for the region, is mandated to comply with federal and state transportation and air quality regulations.

Federal transportation and air quality regulations are outlined in TEA-21 and the Federal Clean Air Act (CAA). TEA-21 authorizes federal funding for highway safety, transit, and other surface transportation programs. The CAA establishes air quality standards for various health-hazardous pollutants. The Environmental Protection Agency's (EPA) Transportation Conformity Rule

(August 15, 1997) regulates the associated conformity analysis in the federally designated non-attainment areas.

State of California requirements for transportation programs are incorporated into SB 45, and for air quality management are incorporated into the State Implementation Plans (SIPs) for those pollutants for which plans are required under the CAA.

State law provides that the County Transportation Commissions in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties develop County Transportation Improvement Programs (CTIPs) for their respective jurisdictions. Similarly, the Imperial Valley Association of Governments (IVAG) is responsible for developing the Imperial County TIP. The county TIPs are submitted to SCAG, which follows the appropriate state and federal laws to develop the RTIP based on the county submittals.

TRANSPORTATION CONFORMITY REQUIREMENTS

The conformity analysis follows the specific requirements for making conformity determinations for transportation plans and programs as presented in the EPA's Transportation Conformity Rule and TEA-21. More than 95 percent of the SCAG region is located in one or more federal non-attainment or maintenance areas.

All federal and state projects included in the 2002 RTIP, as well as regionally significant non-federally funded projects with clear funding commitments, have also been analyzed for conformity.

Federal Non-attainment Areas and Associated Attainment Years

The boundaries of the federal non-attainment areas and their respective attainment years for compliance in the SCAG region are as follows:

1. South Coast Air Basin (SCAB), excluding the Banning Pass area³.

The entire basin is a non-attainment area for the following pollutants:

- Carbon Monoxide (CO) (attainment year: 2000)
- 1-hour Ozone (attainment year: 2010)
- Nitrogen Dioxide (NO₂) (attainment year: 1995)
- Particulate matter less than 10 microns in size (PM₁₀) (attainment year: 2006)

³ The SCAB, excluding the Banning Pass area, is designated by the EPA as a single Ozone non-attainment area. SCAG has requested that the federal non-attainment boundary be revised to be consistent with the state defined air basin boundary.

2. Ventura County portion of the South Central Coast Air Basin (SCCAB).

The entire county is a non-attainment area for the following pollutant:

- 1-hour Ozone (attainment year: 2005)

3. Antelope Valley portion of the Mojave Desert Air Basin (MDAB).

The entire desert portion of Los Angeles County, known as Antelope Valley, is a non-attainment area for the following pollutant:

- 1-hour Ozone (attainment year: 2007)

4. San Bernardino County portion of the MDAB.

With the exception of northern and eastern parts, the county is a non-attainment area for the following pollutant:

- 1-hour Ozone (attainment year: 2007)

Searles Valley (situated in the northwest part of the county) is a non-attainment area for the following pollutant:

- PM₁₀ (attainment year: 1994)

The entire San Bernardino County portion of the MDAB (excluding Searles Valley) is a non-attainment area for the following pollutant:

- PM₁₀ (attainment year: 2000)

5. Riverside County portion of the Salton Sea Air Basin (SSAB).

The entire Riverside County portion of the SSAB (Coachella Valley, including the Banning Pass area) is a non-attainment area for the following pollutants:

- 1-hour Ozone (attainment year: 2007)
- PM₁₀ (attainment year: 1995)

Applicable State Implementation Plans (SIPs)/Air Quality Management Plans (AQMPs) and Emissions Budgets

The RTIP should conform to the emissions budgets established in each applicable SIP/AQMP and should demonstrate the timely implementation of the transportation control measures (TCMs) identified in the applicable SIP/AQMP.

The emissions budgets and TCMs reflected in the 1997 Ozone SIP/AQMP (as amended in 1999), function as the applicable emissions budgets for conformity analysis for the SCAB. The emissions budgets in the 1997 NO₂ SIP (Maintenance Plan) function as the applicable emissions

budgets for conformity analysis for the SCAB. Also, the TCM-01 project categories in the 1997 Ozone SIP (as amended in 1999) function for the timely implementation of TCMs tests in the SCAB.

The emissions budgets and the TCM projects incorporated in the 1994 Ozone SIP/AQMP function as the applicable emissions budgets and the applicable TCMs for conformity analysis for the Ventura County portion of the SCCAB.

The emissions budgets established in the 1994 Ozone SIPs/AQMPs⁴ for the Antelope Valley portion of the MDAB, the San Bernardino County portion of the MDAB, and the Coachella Valley portion of the SSAB function as the applicable emissions budgets for conformity analysis. There are no TCMs in these applicable SIPs.

The applicable emissions budgets in the SCAG region are established by air basin, air district, pollutant, and by years of analysis (i.e., milestone, attainment, and planning horizon years).

SSAB (Imperial County)

The Imperial County portion of SSAB is a designated non-attainment area for PM₁₀ and a transitional Ozone area.

In October 1993, the ARB submitted a PM₁₀ SIP to the EPA. The SIP was the result of a joint effort by the Imperial County Air Pollution Control District (ICAPCD) and the ARB. Due to the deferment of the attainment demonstration, the PM₁₀ SIP has neither emissions budgets for on-road mobile sources nor TCMs. As of the date of this analysis, EPA has not taken any action on the submitted PM₁₀ SIP.

There is no requirement for having an Ozone air quality attainment plan for Imperial County.

The EPA Transportation Conformity Rule requires that SCAG make a conformity determination of its RTP and RTIP in the non-attainment areas of Imperial County. The SCAG regional emissions analysis for conformity determinations in Imperial County is based on build/no-build tests of emissions for both PM₁₀ and Ozone pollutants.

Required Conformity Tests

SCAG, as the MPO, must provide for interagency consultation and public involvement as established by the United States Department of Transportation (USDOT) metropolitan planning regulations and EPA's Transportation Conformity Rule. SCAG, as the MPO, must make the conformity determination according to the consultation procedures of the EPA's Transportation Conformity Rule and the associated Consultation Memoranda of Understanding (MOU).

⁴ This federally designated Ozone non-attainment area covers three separate but contiguous areas: the Antelope Valley portion of the MDAB, the San Bernardino County portion of the MDAB, and the Coachella Valley portion of the SSAB (including Banning Pass).

The 2002 RTIP conformity findings are based on five analyses:

1. Consistency with the RTP.
2. Regional Emissions Analysis
3. Financial Constraint Analysis
4. Timely Implementation of Transportation Control Measures (TCMs) Analysis
5. Interagency Consultation and Public Involvement

The status of the RTIP and the conformity findings of these five analyses in the SCAG region are outlined below. (See Volume II of the 2002 RTIP for further discussion of these findings.)

CONFORMITY FINDINGS FOR THE 2002 RTIP

The projects listed in the 2002 RTIP are consistent with the policies, programs and projects adopted in the current 2001 RTP (as amended and federally approved on May 10, 2002). The 2002 RTIP conforms to all applicable SIPs for SCAB, the Ventura portion of the SCCAB, the MDAB and the SSAB portion of the SCAG region.

The findings below comply with the requirements of the 1990 Federal Clean Air Act Amendments (CAAA), Section 176(c), as interpreted in the EPA's August 15, 1997 Transportation Conformity Rule and the respective court rulings. Specific results from the required conformity analyses of the FY 2002/03 – 2007/08 RTIP are outlined below.

CONFORMITY ANALYSIS RESULTS	
FINDING	RATIONALE
1. SCAG's 2002 RTIP is consistent with the 2001 RTP.	SCAG's 2002 RTIP project listing was compared with the 2001 RTP projects, programs, and policies (as amended on May 10, 2002). The RTIP projects are consistent with the RTP projects in design, concept and scope. The 2001 RTP is being incrementally implemented through the RTIP. SCAG has analyzed and is monitoring the programming in the RTIP to ensure that the investment targets identified in the 2001 RTP are met.
2. SCAG's 2002 RTIP is based on the latest planning assumptions (as reflected in the 2001 RTP), including the emissions factors.	Assumptions used in the 2002 RTIP regarding population, employment, travel and congestion were the most recent estimates developed by SCAG for the 2001 RTP. On May 3, 2002 the FHWA California Division issued a letter allowing the use of the current EMFAC 7F and 7G models for the conformity analysis of the 2002 RTIP, which include current vehicle data.

CONFORMITY ANALYSIS RESULTS	
FINDING	RATIONALE
3. SCAG's 2002 RTIP is fiscally constrained.	The 2002 RTIP is fiscally constrained by year, as required by USDOT's metropolitan planning regulations and is based on current and reasonably available funding sources. The 2002 RTIP financial plan was developed in cooperation with the County Transportation Commissions, IVAG, Caltrans, and the federal funding agencies. SCAG has received resolutions from each county certifying reasonably available funds for their programs.
4. SCAG engaged in a proactive and extensive interagency consultation and public participation process during the development of the 2002 RTIP. This is an on-going effort that continues through final adoption of the RTIP.	SCAG provided reasonable opportunity for consultation with local and state air quality agencies, local and state transportation agencies, USDOT and EPA, and transit operators. SCAG conducted seven public hearings during a 30-day public review and comment period.
5. SCAG's 2002 RTIP provides for the timely implementation of transportation control measures (TCMs) in the applicable State Implementation Plan (1997 Ozone SIP – as amended in 1999) developed for the South Coast Air Basin (SCAB).	The 2002 RTIP provides funding priority of the applicable TCM1 categories: High Occupancy Vehicle (HOV) Improvements, Transit System Management, and Information Services. All projects are on schedule.
6. SCAG's 2002 RTIP regional emissions are consistent with the motor vehicle emissions budgets for Ozone in the SCAB.	SCAG's analysis shows that the 2002 RTIP results in less emissions than the applicable emissions budgets for all milestone, attainment, and planning horizon years.
7. SCAG's 2002 RTIP regional emissions are consistent with the motor vehicle emissions budgets for NO₂ in the SCAB.	SCAG's analysis shows that the 2002 RTIP results in less emissions than the applicable emissions budgets for all milestone, attainment, and planning horizon years.
8. SCAG's 2002 RTIP regional emissions (build scenarios) are less than no-build and the base year (1990) emissions for CO in the SCAB.	EPA's Transportation Conformity Rule requires that the build scenarios show a reduction in CO emissions compared to no-build scenarios. SCAG's analysis shows that implementation of the 2002 RTIP results in less CO emissions in all build scenarios for all milestone, attainment, and planning horizon years, and for the base year (1990).
9. SCAG's 2002 RTIP regional emissions (build scenarios) are less than no-build emissions for PM₁₀ (all precursors) in the SCAB.	EPA's Transportation Conformity Rule requires that the build scenarios show a reduction in PM ₁₀ emissions compared to the no-build scenarios. SCAG's analysis shows that implementation of the 2002 RTIP results in less PM ₁₀ emissions in all build scenarios for all milestone, attainment, and planning horizon years. The roadway construction-related PM ₁₀ emissions were included in regional emissions analysis.

CONFORMITY ANALYSIS RESULTS	
FINDING	RATIONALE
10. SCAG's 2002 RTIP provides for the timely implementation of transportation control measures (TCMs) in the applicable State Implementation Plan (1994 Ozone SIP) developed for the Ventura County portion of the South Central Coast Air Basin (SCCAB).	The 2002 RTIP provides for clean fuel bus fleets, improved public transit, bicycle and pedestrian facilities, and traffic flow improvements. These efforts are consistent with and help to implement the 1994 Ozone SIP and are on schedule.
11. SCAG's 2002 RTIP is consistent with the motor vehicle emissions budgets in the 1994 Ozone Attainment Plan in the Ventura County portion of the SCCAB.	SCAG's analysis shows that the 2002 RTIP results in less emissions than the applicable emissions budgets for all milestone, attainment, and planning horizon years.
12. SCAG's 2002 RTIP PM₁₀ emissions (build scenarios) are less than no-build scenarios for the San Bernardino County portion of the Mojave Desert Air Basin (MDAB), excluding Searles Valley.	SCAG's analysis shows that implementation of the 2002 RTIP results in less PM ₁₀ emissions in all build scenarios for all milestone, attainment, and planning horizon years. The roadway construction-related emissions were included in the regional emissions analysis.
13. SCAG's 2002 RTIP regional emissions are consistent with the total motor vehicle emissions budgets in the applicable 1994 Ozone SIPs, developed for the non-attainment areas of the desert portions of San Bernardino and Los Angeles counties in the MDAB, and the Riverside County portion of the SSAB, known as the Southeast Desert Modified area.	SCAG's analysis shows the 2002 RTIP results in less emissions than the total emissions budgets for the applicable SIPs for all milestone, attainment, and planning horizon years.
14. SCAG's 2002 RTIP PM₁₀ emissions (build scenarios) are less than the no-build scenarios for the Coachella Valley portion of the Salton Sea Air Basin (SSAB).	SCAG's analysis shows that implementation of the 2002 RTIP results in less PM ₁₀ emissions in all build scenarios for all milestone, attainment, and planning horizon years. The roadway construction-related emissions were included in the regional emissions analysis.
15. SCAG's 2002 RTIP Ozone precursors (ROG and NOx) and PM₁₀ emissions (build scenarios) are less than the no-build scenarios for the Imperial County portion of the Salton Sea Air Basin (SSAB).	SCAG's analysis shows that implementation of the 2002 RTIP results in less Ozone precursor and PM ₁₀ emissions in all build scenarios for all milestone, attainment, and planning horizon years.

REGIONAL EMISSIONS ANALYSIS

A summary of SCAG's regional emissions analysis/conformity findings is tabulated in the following tables.

Summary of the 2002 RTIP Regional Emissions Analysis

As mandated by the EPA's Transportation Conformity Rule, to pass a regional emissions test for a conformity finding, the test must meet one of the following requirements:

- For the budget test, the regional emissions must be equal to or less than the emissions budgets.
- For the PM₁₀ build/no-build test, the build scenario's emissions must be less than the no-build scenario's emissions.
- For the Ozone or CO build/no-build test, the build scenario's emissions must be less than the no-build scenario's emissions and the future year emissions must be less than the 1990 base year emissions.

SCAG's regional emissions analysis for the 2002 RTIP covers more than 20 years (the planning horizon year is 2025). It includes all projects programmed in the six-year RTIP and those included in the federally approved and conforming 2001 RTP (as amended on May 10, 2002).

Ozone Emissions Analysis (tons/day)

Summer Temperatures

SCAB (Excluding Banning Pass)

Ozone Precursors		2002	2005	2008	2010	2020	2025
ROG (VOC)	Budget	273.103	206.034	145.354	80.733	80.733	80.733
	2002 RTIP	267.101	198.723	143.467	80.128	48.306	44.903
NO _x	Budget	447.119	369.122	310.078	277.766	277.766	277.766
	2002 RTIP	444.989	357.991	278.293	224.515	204.017	209.537

Regional emissions budget generated using EMFAC 7G. To pass, RTIP emissions must be equal to or less than the budget.

NO₂ Emissions Analysis (tons/day)

Winter Temperatures

SCAB (Excluding Banning Pass)

NO₂ Precursor		1994	2000	2010	2020	2025
NO _x	Budget	657.30	657.30	657.30	657.30	657.30
	2002 RTIP	---	---	377.958	349.712	358.796

Regional emissions generated using EMFAC 7G. To pass, RTIP emissions must be equal to or less than the budget.

CO (tons/day)

Winter Temperatures

SCAB (Excluding Banning Pass)

CO	1990	2000	2005	2010	2020	2025
Build	---	---	2,732.13	1,843.12	1,458.38	1,476.33
No-build	7,380.76	3,621.14	2,754.29	1,887.43	1,543.59	1,570.94

Regional emissions generated using EMFAC 7G. To pass, build emissions must be less than no-build and 1990.

PM₁₀ (tons/day)
Annual Average Temperatures
SCAB (Excluding Banning Pass)

PM₁₀ Precursor	1990 (base year)	2000	2003	2006	2010	2020	2025
ROG (VOC)	861.38	365.50	299.48	233.46	145.43	90.26	84.49
NO _x	889.73	560.70	503.19	445.62	368.86	342.61	351.36

To pass, the future year emissions must be less than 1990 (base year).

Primary Particulate Matter	2000	2003	2006	2010	2020	2025
Build	---	207.160	215.568	226.918	253.676	269.184
No-build	199.561	209.398	219.235	232.351	265.390	280.869

Regional emissions generated using EMFAC 7G. To pass, build emissions must be less than no-build and 1990. The roadway construction related PM₁₀ emissions were included in the regional emissions analysis.

Ozone (tons/day)
Summer Temperatures
SCCAB - Ventura County

Ozone Precursors		1999	2002	2005	2010	2020	2025
ROG (VOC)	Budget	16.20	12.470	9.820	9.820	9.820	9.820
	2002 RTIP	---	11.653	9.497	5.735	4.525	2.965
NO _x	Budget	27.04	24.360	21.330	21.330	21.330	21.330
	2002 RTIP	---	22.807	19.084	13.646	13.810	13.379

Regional emissions generated using EMFAC 7F. To pass, RTIP emissions must be equal to or less than the budget.

PM₁₀ (tons/day)
Annual Average Temperatures
MDAB - San Bernardino County (Excluding Searles Valley)

PM₁₀	2005	2010	2020	2025
Build	14.437	16.376	20.137	22.110
No-build	15.544	17.257	21.493	23.415

Regional emissions generated using EMFAC 7F. To pass, build emissions must be less than no-build and 1990. The roadway construction related PM₁₀ emissions were included in the regional emissions analysis.

Ozone (tons/day)
Summer Temperatures
MDAB/SSAB*
(Southeast Desert Modified Area)

Ozone Precursors		2002	2005	2007	2010	2020	2025
ROG	Budget	31.070	26.450	23.310	23.310	23.310	23.310
	2002 RTIP	19.494	16.230	13.769	10.566	9.707	7.119
NO _x	Budget	65.790	57.060	54.820	54.820	54.820	54.820
	2002 RTIP	47.935	40.192	35.355	28.449	34.182	34.712

Regional emissions generated using EMFAC 7F. To pass, RTIP emissions must be equal to or less than the budget.

***Note:** This federally designated Ozone non-attainment area covers three separate but contiguous areas: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley (including Banning Pass) portion of SSAB. The conformity analyses for the NO_x and ROG are based on comparing SCAG's regional transportation emissions with the combined budgets of the three parts. The Coachella Valley and Antelope Valley emissions budgets are reflected in the South Coast Air Quality Management District's 1994 AQMPs/SIPs and the San Bernardino County emissions budgets are reflected in the Mojave Desert Air Quality Management District's 1994 AQMP/SIP.

PM₁₀ (tons/day)
Annual Average Temperatures
SSAB - Riverside County (Coachella Valley Including Banning Pass)

PM₁₀	2003	2006	2010	2020	2025
Build	9.186	10.028	11.151	15.807	17.632
No-build	9.451	10.558	12.034	16.861	18.674

Regional emissions generated using EMFAC 7F. To pass, build emissions must be less than no-build. The roadway construction related PM₁₀ emissions were included in the regional emissions analysis.

Ozone (tons/day)
Summer Temperatures
SSAB - Imperial County

Ozone Precursors		2000	2005	2010	2020	2025
ROG	Build	---	6.774	4.864	4.038	4.265
	No-build	---	6.825	4.966	4.145	4.444
NO _x	Build	---	15.719	14.644	16.763	17.913
	No-build	---	15.819	14.843	16.960	18.235

Regional emissions generated using EMFAC 7F. To pass, build emissions must be less than the 1990 base year or the no-build.

PM₁₀ (tons/day)
Annual Average Temperatures
SSAB - Imperial County

PM₁₀	2000	2005	2010	2020	2025
Build	---	8.220	9.358	11.918	13.560
No-build	---	8.436	9.791	13.072	14.931

Regional emissions generated using EMFAC 7F. To pass, build emissions must be less than no-build. The roadway construction related PM₁₀ emissions were included in the regional emissions analysis.

FINANCIAL PLAN

The 2002 RTIP must include a financial plan that demonstrates it is financially constrained and the first two years of funding are committed. The RTIP must also be consistent with funding reasonably expected to be available for the fiscal years adopted and projects must be consistent with the 2001 RTP.

SCAG is also responsible for making the following determinations:

- The 2002 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission as required by the California Government Code, Section 14527.
- The 2002 RTIP is consistent with the adopted 2001 RTP (as amended on May 10, 2002), as required by the California Government Code, Section 65080.

The 2002 RTIP is fiscally constrained by year as required by TEA-21. Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs (CTIPs). One requirement of the Financial Plan for the 2002 RTIP is a re-certification by SCAG that each County Transportation

Commission and IVAG has the resources to implement the projects in their CTIP. SCAG has received final resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

The 2002 RTIP contains projects and programs totaling approximately \$24.7 billion over the next six years. Table 1 is a summary of fund sources categorized as federal, state, or local sources. Table 1 and its accompanying bar chart illustrate that 47.5 percent of the total \$24.7 billion is from federal funds, 13.4 percent is from state funds, and 39.1 percent is from local funds.

Table 1
Summary of 2002 RTIP by Funding Source
(in 000's)

FUND SOURCE	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	Total	% of Total
Federal	\$5,859,676	\$1,898,917	\$1,604,088	\$955,126	\$797,661	\$604,445	\$11,719,913	47.5%
State	1,542,905	692,026	476,951	363,655	135,814	90,725	3,302,076	13.4%
Local	4,644,883	1,382,735	1,323,779	1,377,875	680,365	247,335	9,656,972	39.1%
TOTAL	\$12,047,464	\$3,973,678	\$3,404,818	\$2,696,656	\$1,613,840	\$942,505	\$24,678,961	100.0%

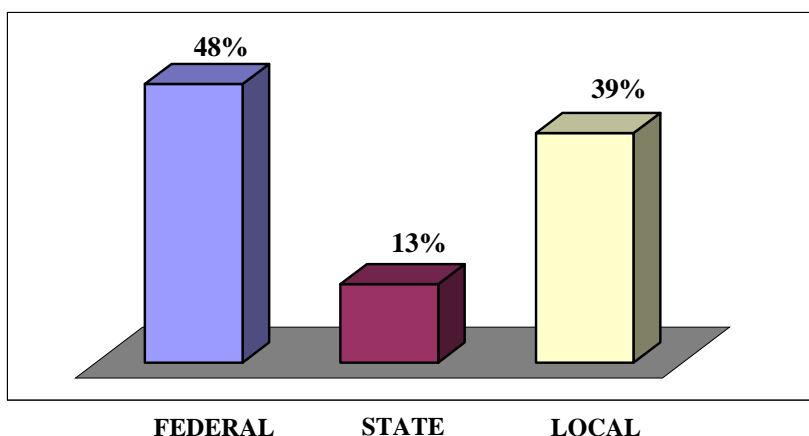
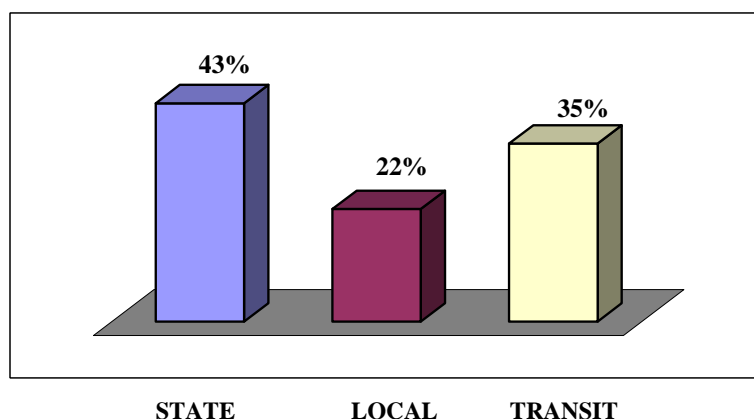


Table 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Table 2 and its accompanying bar chart illustrate that 42.9 percent of the total \$24.7 billion in the RTIP is programmed in the State Highway Program, 22.1 percent in the Local Highway Program, and 35 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2002 RTIP).

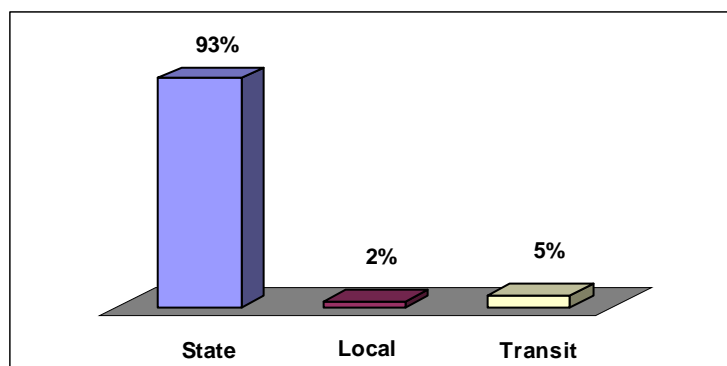
Table 2
Summary of 2002 RTIP by All Programs
(in 000's)

PROGRAM	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	Total	% of Total
State Hwy	\$5,472,217	\$1,767,380	\$1,604,373	\$1,015,941	\$684,249	\$42,273	\$10,586,433	42.9%
Local Hwy	3,356,764	904,872	343,338	485,428	235,555	133,346	\$5,459,303	22.1%
Transit (includes rail)	3,218,484	1,301,426	1,457,106	1,195,287	694,036	766,885	\$8,633,224	35.0%
TOTAL	\$12,047,465	\$3,973,678	\$3,404,817	\$2,696,656	\$1,613,840	\$942,504	\$24,678,961	100.0%

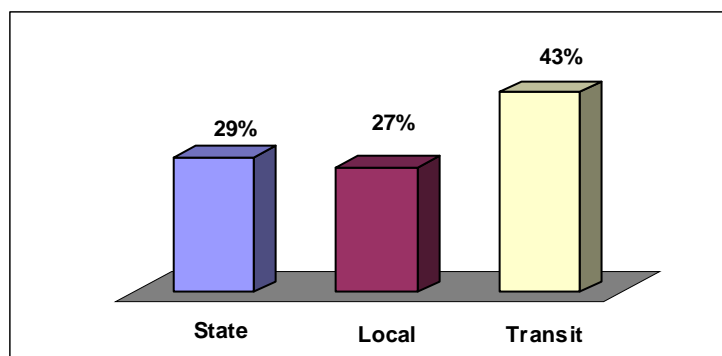


The six bar charts below summarize the funds programmed in the 2002 RTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.

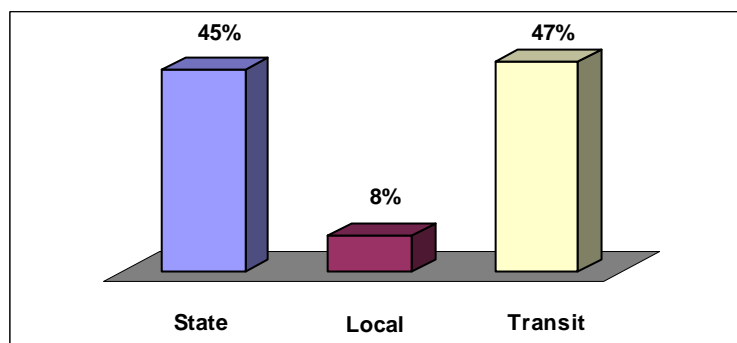
Imperial County
Funding by Program – 2002 RTIP



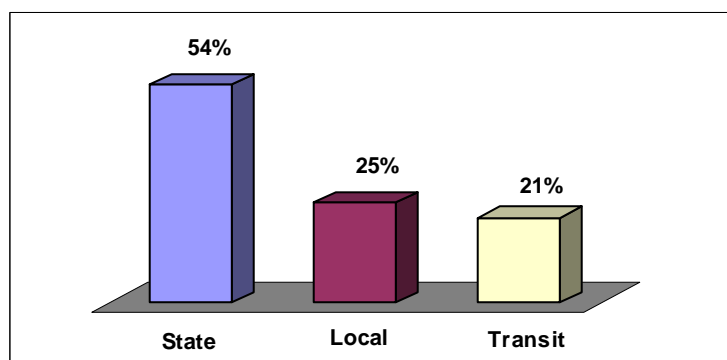
**Los Angeles County
Funding by Program – 2002 RTIP**



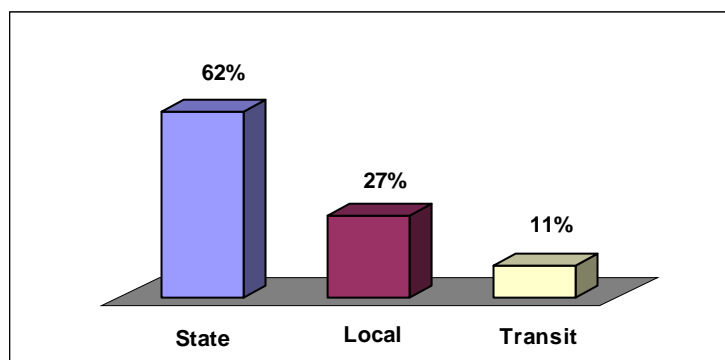
**Orange County
Funding by Program – 2002 RTIP**



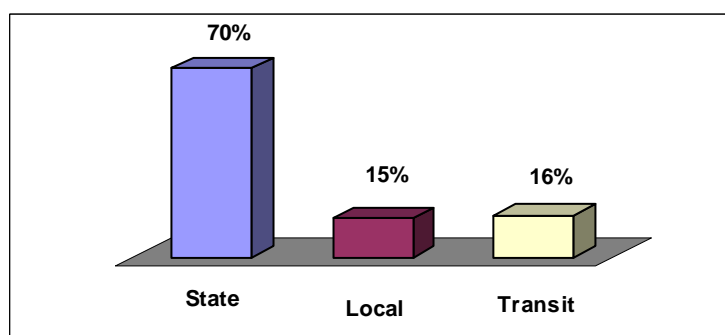
**Riverside County
Funding by Program – 2002 RTIP**



**San Bernardino County
Funding by Program – 2002 RTIP**



**Ventura County
Funding by Program – 2002 RTIP**



TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

In the SCAG region, the 2002 RTIP is required to demonstrate the timely implementation of TCMs in the applicable SIPs for the SCAB (1997 Ozone SIP/AQMP – as amended in 1999) and the Ventura County portion of the SCCAB (1994 Ozone SIP/AQMP).

The specific requirements to demonstrate timely implementation of TCMs in the 2002 RTIP are the following:

- The program must demonstrate that all applicable TCMs are on schedule, with past problems corrected, and all delayed TCMs are given maximum priority for funding and approval.
- The program must not interfere with the implementation of any TCM.

The 2002 RTIP TCM projects for both the SCAB and the Ventura County portion of the SCCAB are given funding priority and are on schedule.

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

SCAG worked closely with the County Transportation Commissions, IVAG, Caltrans, CTC, FHWA, FTA, South Coast Air Quality Management District (SCAQMD), Ventura County Air Pollution Control District (APCD), Mojave Desert AQMD, Imperial County APCD, Antelope Valley Air Quality Management District (AVAQMD)⁵, ARB, EPA, and all transit operators in the SCAG region in developing the 2002 RTIP. In addition, the Transportation Conformity Working Group, the Modeling Task Force and the Regional Transportation Agencies Coalition (RTAC) functioned as part of the interagency consultation on all related matters.

EPA and USDOT assisted in the interpretation of the 1997 Transportation Conformity Rule and TEA-21 requirements to ensure that SCAG's analysis fulfills the conformity requirements. ARB and Caltrans assisted in providing the EMFAC 7F, EMFAC 7G model and the associated Direct Travel Impact Model (DTIM). The County Transportation Commissions, IVAG, Caltrans (Districts 7, 8, 11, and 12), and the CTC assisted in providing additional detail on the design concept and scope of federally and non-federally funded projects in the RTIP, and compiled information from local jurisdictions to demonstrate timely implementation of TCMs in the applicable implementation plans. Transit operators provided their input into this process through their respective County Transportation Commissions and IVAG.

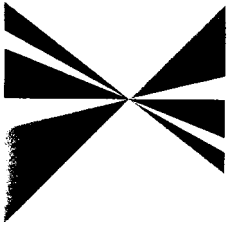
The Draft 2002 RTIP was subject to a 30-day public review period. SCAG has provided responses to the written comments received during this time. Seven public hearings were held on the Draft 2002 RTIP throughout the SCAG region. The Draft 2002 RTIP was available at the SCAG offices, on the SCAG website at www.scag.ca.gov, and at 47 libraries throughout the six-county region. The Final 2002 RTIP is also available at these locations.

⁵ On January 1, 2002, California state law created the Antelope Valley Air Quality Management District (AVAQMD) as the successor agency to the Antelope Valley Air Pollution Control District (AVAPCD).

RESOLUTION No. 02-434-1

RESOLUTION OF
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
TO ADOPT THE FY 2002/03 – 2007/08
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2002 RTIP)
IN ACCORDANCE WITH FEDERAL REQUIREMENTS

SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

WHEREAS, the Southern California of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) and 49 U.S.C. §5303(f) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) and (h) and 23 C.F.R. §450.312;

WHEREAS, 23 U.S.C. § 134(a), 49 U.S.C. § 5301 et *seq.*, **23 CFR** § 450.312, and 49 CFR § 613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, 23 U.S.C. § 134(h)(2)(C) and 23 C.F.R. § 450.324(f)(2) require that only projects consistent with the RTP may be included in the RTIP;

WHEREAS, SCAG's FY 2002/03 – 2007/08 Regional Transportation Improvement Program (2002 RTIP) is a staged, multiyear, intermodal program of transportation projects which is consistent with the 2001 RTP;

WHEREAS, pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively; and

WHEREAS, 42 U.S.C. § 7506(c)(1) requires SCAG's 2002 RTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin;

WHEREAS, the 2001 RTP (Resolution No. 01-418-2) and the 2001 RTP Amendment (Resolution No. 423-01-1) were found to conform to the applicable SIPs for each air basin;

WHEREAS, pursuant to 40 CFR Parts 51 and 93, the 2002 RTIP must be based on the latest planning assumptions;

WHEREAS, the 2002 RTIP is based on the latest socioeconomic data approved by SCAG's Regional Council for the 2001 RTP;

WHEREAS, 42 U.S.C. § 7506(c)(3)(A)(i) requires the 2002 RTIP to be consistent with the most recent estimates of mobile source emissions;

Officers: President: Councilmember Hal Berson, Los Angeles • First Vice President: Mayor Pro Tem Bev Perry, Brea • Second Vice President: Supervisor Charles Smith, Orange County • Immediate Past President: Supervisor Jon Mikels, San Bernardino County

Imperial County: Hank Kuiper, Imperial County • Jo Shields, Brawley

Los Angeles County: Yvonne Brathwaite Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Melanie Andrews, Compton • Harry Baldwin, San Gabriel • Bruce Barrows, Cerritos • George Bass, Bell • Hal Berson, Los Angeles • Ken Blackwood, Lomita • Robert Bruesch, Rosemead • Gene Daniels, Paramount • Ruth Galanter, Los Angeles • Eric Garocci, Los Angeles • Wendy Greuel, Los Angeles • James Hahn, Los Angeles • Janice Hahn, Los Angeles • Nate Holden, Los Angeles • Sandra Jacobs, El Segundo • Tom LaBonge, Los Angeles • Bonnie Lowenthal, Long Beach • Lawrence Kirkley, Inglewood • Keith McCarthy, Downey • Cindy Miskowski, Los Angeles • Pam O'Connor, Santa Monica • Nick Pacheco, Los Angeles • Alex Padilla, Los Angeles • Jan Perry, Los Angeles • Beatrice Proo, Pico Rivera • Mark Ridley-Thomas, Los Angeles • Ed Reyes, Los Angeles • Karen Rosenthal, Claremont • Dick Stanford, Azusa • Tom Sykes, Walnut • Paul Talbot, Alhambra • Sidney Tyler, Jr., Pasadena • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Bob Yousefian, Glendale • Dennis P. Zine, Los Angeles

Orange County: Charles Smith, Orange County • Ron Bates, Los Alamitos • Ralph Bauer, Huntington Beach • Art Brown, Buena Park • Lou Bone, Tustin • Elizabeth Cowan, Costa Mesa • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Aida Duke, La Palma • Shirley McCracken, Anaheim • Bev Perry, Brea • Todd Ridgeway, Newport Beach

Riverside County: Bob Buster, Riverside County • Ron Loveridge, Riverside • Greg Pettus, Cathedral City • Ron Roberts, Temecula • Jan Rudman, Corona • Charles White, Moreno Valley

San Bernardino County: Jon Mikels, San Bernardino County • Bill Alexander, Rancho Cucamonga • Lee Ann Garcia, Grand Terrace • Bob Hunter, Victorville • Susan Lien, San Bernardino • Gary Oviatt, Ontario • Debra Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

WHEREAS, the 2002 RTIP used the most recently approved version of Emissions Factors (EMFAC7F and EMFAC7G) as approved by the California Air Resources Board and the Environmental Protection Agency (EPA) for conformity analysis;

WHEREAS, the U.S. Department of Transportation's (U.S.D.O.T.) May 3, 2002 letter authorizes the use of these EMFAC models with the current vehicle data until December 31, 2002;

WHEREAS, Federal regulations at 23 CFR § 450.332(e) require that in non-attainment and maintenance areas, funding priority be given to timely implementation of transportation control measures (TCMs) contained in the applicable SIPs in accordance with the conformity regulations at 40 CFR Parts 51 and 93;

WHEREAS, the previous RTIP and the 2002 RTIP demonstrate that the TCMs from the applicable SIPs meet the requirements for timely implementation for all TCM projects in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin;

WHEREAS, the 2002 RTIP is consistent with emissions budgets established in the applicable SIPs, as required by Federal regulations at 40 CFR Parts 51 and 93;

WHEREAS, SCAG is working concurrently with local, state and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by provisions of Federal and State law on the transportation planning processes;

WHEREAS, Federal regulations at 23 CFR § 450.324(d) require that at least a three-year RTIP be developed as a prerequisite to federal assistance under Titles 23 and 49 of the United States Code funding programs, including Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality Improvements, Projects on the Interstate System, Highway Bridge Replacement and Rehabilitation Projects, Transit Capital Improvements and Transit Planning, operating assistance and capital improvements;

WHEREAS, SCAG's 2002 RTIP covers six fiscal years and includes a priority list of projects to be carried out in the first three fiscal years (2002/03, 2003/04 and 2004/05);

WHEREAS, federal regulations create the concept of flexible, intermodal programming and identify specific funding categories and provide for flexible programming between transit, highway and transportation demand management uses;

WHEREAS, SCAG has developed principles and guidelines to utilize the flexibility of Surface Transportation Program and Congestion Mitigation and Air Quality Improvements funds for the 2002 RTIP;

WHEREAS, Federal regulations at 23 CFR § 450.316(b) require each MPO to adopt a public participation program providing, *inter alia*, public hearings and a reasonable opportunity for public participation, including targeted groups, prior to approval of the RTIP;

WHEREAS, the Draft 2002 RTIP was available for public review and comment from June 17, 2002 to July 17, 2002;

WHEREAS, public hearings were conducted in June and July in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura on the Draft 2002 RTIP, as well as on July 16, 2002 at the Southern California Association of Governments in Los Angeles County;

WHEREAS, SCAG has complied with all applicable federal requirements in developing the 2002 RTIP, including, but not limited to:

- (1) 23 U.S.C. § 134, section 8 of the Federal Transit Act (49 U.S.C. app. 1607);
- (2) 49 U.S.C. § 5303;
- (3) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (4) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated court rulings and federal guidance;
- (5) Title VI of The Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (6) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA - and FTA funded planning projects (sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 C.F.R. part 23);
- (7) The provisions of the American with Disabilities Act of 1990 (42 U.S.C. § 120001 et seq.) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR Parts 27, 37, and 38); and
- (8) The Department of Transportation’s Final Environmental Justice Order, enacted pursuant to Executive Order 12,898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.3 16(b)(ii); and

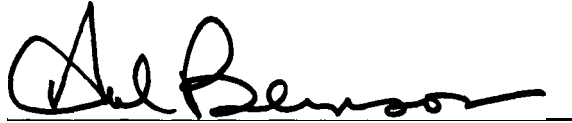
NOW, THEREFORE BE IT RESOLVED that

- (1) Southern California Association of Governments finds as follows:
 - (a) The 2002 RTIP conforms with all applicable federal requirements, including the federally approved SIPs;
 - (b) The 2002 RTIP is consistent with the estimate of available funds adopted by the California Transportation Commission as required by § 14525 of the California Government Code. That the 2002 RTIP includes a Finance Plan that indicates estimated resources from public and private sources to implement the 2002 RTIP as required by 23 U.S.C. § 134(h) (2)(B);
 - (c) The 2002 RTIP implements and is consistent with the adopted 2001 RTP, including its 2001 RTP Amendment, as required by TEA-21 and California Government Code § 65080.5(a);
 - (d) The 2002 RTIP is consistent and in conformance with the portions of the applicable **SIPs** relevant to all air basins as required by 42 U.S.C. § 7506(c)(1) and accompanying Federal regulations at 40 CFR §§ 51 and 93; and
 - (e) The 2002 **RTIP** demonstrates timely implementation of transportation control measures as reflected in the applicable **SIPs** for the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin;
- (2) The Regional Council hereby adopts the 2002 RTIP for all six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) in the SCAG region, which recognizes the following:
 - (a) The 2002 RTIP does not preclude future amendments which may become necessary;
 - (b) The 2002 RTIP constitutes endorsement for the purpose of Executive Order 12372 and 23 U.S.C. § 105; and
 - (c) The 2002 RTIP will, upon approval of FHWA and FTA, replace previously endorsed **RTIPs**;
- (3) The Regional Council hereby adopts the 2002 RTIP and its conformity finding for all federal non-attainment and maintenance areas in the SCAG region;
- (4) SCAG's Executive Director is authorized to transmit the 2002 RTIP and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 CFR Parts 51 and 93;
- (5) SCAG's Executive Director is authorized to transmit the 2002 RTIP to the Governor, the California Transportation Commission, the Federal Transit Administration and the Federal Highway Administration for

inclusion in the Federal Transportation Improvement Program; and

- (6) The Regional Council hereby approves and adopts the 2002 RTIP incorporating herein all of the foregoing recitals.

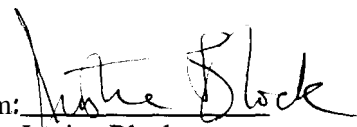
Adopted by the Regional Council of the Southern California Association of Governments at a regular meeting on this 1st day of August 2002.



Hal Bemson
President, SCAG
Councilmember, City of Los Angeles

Attest: 

Mark Pisano
Executive Director

Approved as to Legal Form: 
Justine Block
Deputy Legal Counsel